

# FLIGHT

The  
AIRCRAFT  
ENGINEER  
&  
AIRSHIPS

First Aero Weekly in the World

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

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## Flight

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## DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1926	
Feb. 23	Mr. E. W. Parsons, A.M.I.Ae.E. Discussion, "Civil Aviation," before Inst.Ae.E.
Feb. 25	Mr. A. J. Cobham. "Long-Distance Aeroplane Flights," before R.Ae.S.
Mar. 4	Maj. G. H. Scott. "Development of Airship Mooring," before R.Ae.S.
Mar. 9	Mr. O. E. Simmonds, M.A., A.F.R.Ae.S., M.I.Ae.E. "The Development of Civil Marine Aircraft," before Inst.Ae.E.
Mar. 18	Flight-Lieut. H. Cooch. "Landing Aeroplanes in Fog," before R.Ae.S.
Mar. 22	Entries close for Gordon Bennett Race.
Mar. 22	Entries close for Schneider Cup Race.
April 13	Mr. S. H. Evans, A.F.R.Ae.S., M.I.Ae.E. "The Performance of Modern Aircraft—with special reference to the Variable Wing," before Inst.Ae.E.
April 15	Capt. G. T. R. Hill. "The Tailless Aeroplane," before R.Ae.S.
April 21	Inst.Ae.E. visit to Messrs. D. Napier and Son, Acton.
April 29	Lieut.-Col. V. C. Richmond. "Results of Recent Airship Flight Tests," before R.Ae.S.
July	German Seaplane Competition at Warnemünde.

## EDITORIAL COMMENT.



### Private Flying

THE subject to be discussed at the next Monthly House Dinner of the Royal Aero Club, which is to be held on Wednesday of next week, February 17, will be "Private Flying." It may be remembered that at the first of these dinners several speakers referred to the rules which govern private flying in this country, and that the general opinion appeared to be that the existing rules are unnecessarily strict. In point of fact, several of the statements made concerning the regulations were inaccurate, and it is to be feared that we ourselves in our Editorial Comment on the subject at the time, did not quite distinguish clearly enough between the rules governing private flying and those with which "flying for hire or reward" is hedged around. For all that, we are unrepentant, and we still believe that a relaxation of some of these regulations would have a beneficial effect upon the use of aeroplanes for pleasure flying in this country. The effect of the present regulations is, perhaps, psychological rather than practical, but it will scarcely be denied that it is very real for all that. The type of man who contemplates purchasing his own aeroplane for use as a touring vehicle, perhaps to carry an occasional passenger for a pleasure trip, but certainly not with any idea of turning into an aerial taxi driver, or, as the regulations have it, "flying for hire or reward" (at least not a reward which brings the machine into the "commercial" class), is very likely indeed to be put off when he learns that a not inconsiderable number of formalities have to be gone through before he can take his newly-acquired aeroplane for a flight away from an aerodrome. It may be perfectly true, as maintained by Sir Sefton Brancker at the first club dinner, that when examined closely these formalities do not really amount to very much, but we are firmly convinced that, as we have just said, the psychological effect is considerable, and we know of more than one prospective private owner who, on investigating the subject, came to the conclusion that he "could not be bothered." In any future discussion of the subject, this fact should not be overlooked.

We look forward to the discussion of private flying at the forthcoming club dinner, and many diverse and divergent views should be put forward. In the meantime, the Royal Aero Club has appointed a committee to look into the matter, and the secretary has sent out a communication which is published in the Correspondence columns of this week's issue of *FLIGHT*. The Air Ministry has also formulated suggestions for amending the present regulations. To some extent such amendments would necessitate taking up the matter at forthcoming meetings of the International Commission on Air Navigation, but as the type of private aeroplane for the benefit of which it is proposed to amend the rules is intended for flying within the borders of Great Britain only, very considerable liberty presumably exists, and too much attention need not be given to those who would make much of the international side of the question. At the outset the prospective owner-pilot would have to make up his mind whether he will pay somewhat more for his machine, and will put up with the necessary formalities so that, should he at any time decide to use his machine for touring abroad, he will be able to do so, or whether he will confine his flying to this country and by way of compensation will have fewer regulations to contend with and probably a cheaper machine.

The committee appointed to look into the subject of private flying is attempting to ascertain the views of members as to whether paragraph 3 of Air Ministry Notice to Airmen No. 56 of 1925, should be simplified. This paragraph refers to a technical examination, and we personally think that, although some knowledge of the "laws of the air" is essential, there is little need for every owner-pilot to be a sort of "air lawyer." We are therefore all in favour of simplifying this examination. Concerning the medical examination, we very much doubt whether such an examination is necessary. When a man purchases a motor car he is not required to furnish proof that he has lungs like a blacksmith's bellows, a heart like a petrol pump, or telescopic eyesight. And it seems very certain that the risk to third party is infinitely smaller in the case of aircraft.

A pilot's licence is, of course, an absolute necessity, but the issue of such should be in the hands of the Royal Aero Club, which was able to arrange these things quite nicely, thank you, many years before a misguided Air Ministry discovered that it, and it alone, was qualified to judge these things.

Probably the greatest controversy of all will centre around paragraph 12, which deals with the certificate of airworthiness. On this subject we have written in *FLIGHT* until our readers must have been getting tired of reading, but once more we venture to try their patience by referring to the matter. The Aero Club desires an expression of opinion as to whether the issue of a certificate of airworthiness should rest with the Air Ministry or be entrusted to the constructor of the machine. Personally we cannot see that there can be any doubt at all in the matter. Provided the machine is built by one of the existing aircraft firms, there should be no necessity whatever for the Air Ministry to mix itself up in the matter in any way, either as regards A.I.D. inspection or in any other way. The constructor has his reputation to guard and is not likely to hold that responsibility lightly. We are absolutely convinced that constructors should be given an entirely free hand, and we are equally certain that one result would be a very considerable reduction in the price of machines. Should any new firm come forward and desire to construct private aeroplanes the matter would have to be reviewed somewhat, but in that case we fail to see why a specially appointed committee of the Royal Aero Club—or, if preferred, of the Royal Aeronautical Society—should not decide whether or not the proposed design was likely to be structurally sound. The great thing is to get private flying removed as far as possible from the hampering influence of the Air Ministry. We are aware that there is a feeling in certain quarters that by its subsidy to the light 'plane clubs the Air Ministry has acquired some sort of authority of the "paying-the-piper, calling-the-tune" variety, but the fact of the matter is, of course, that the Air Ministry is faced with the obligation to "develop the air sense," and is not thus acting in quite the altruistic spirit some would have us believe.

As regards after-inspection, when the machine has been in use for some time, here again we think this could be safely left to a qualified representative of the constructing firm, possibly in conjunction with a Royal Aero Club official. After all, it is in the interest of the firm to see that their machines are not permitted to get into a bad state.

The necessity for journey log-books is a very doubtful quantity. Probably the owner-pilot will wish, for his own information, to keep some sort of a record of how many hours' flying he has done, and this should suffice.

### The Spanish Transatlantic Flight

COMANDANTE FRANCO, the Spanish aviator, and his three companions have successfully concluded the second chapter of their wonderful flight from Spain to South America in an Italian Dornier-Wal flying-boat fitted with two Napier "Lion" engines.

They left Recife, Pernambuco, at 5.15 a.m. on February 4 and, following the line of the Brazilian coast, accomplished another remarkable non-stop flight of 1,260 miles to Rio de Janeiro, where they arrived at 5.5 p.m.—that is, just under the 12 hours. Needless to say, the Spanish airmen were accorded a most enthusiastic welcome; in fact, by the time the day came to a close they were more fatigued from the effects of the many greetings and embraces received than they were from their 12 hours' hard flying. On February 9 they left Rio de Janeiro at 5.15 a.m. for Montevideo and Buenos Aires. Slight engine trouble, however, compelled a return to Rio, but they got away again at 7.20 a.m. Amidst intense excitement they arrived at Montevideo—another 1,200-mile non-stop—at 7.34 p.m. The "Ne Plus Ultra"

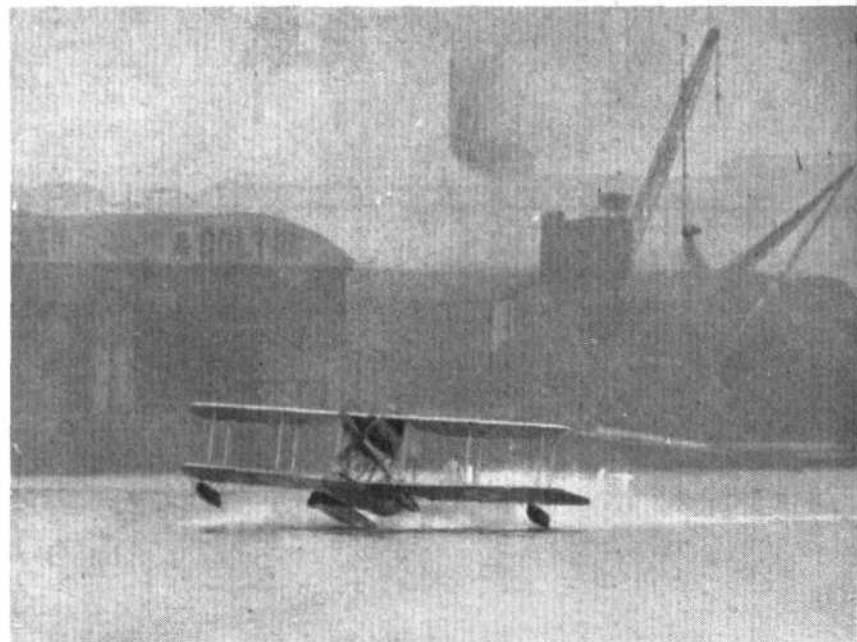
left again at 7.45 p.m., and at the moment of writing, news to hand states that Comandante Franco has completed the 150 miles or so to Buenos Aires.

Last week the British Government received the following cablegram from the chief of the Spanish Directory:—

"I highly esteem your congratulations to our Government on the brilliant accomplishment of our airmen, who by their enterprise have shown the extraordinary qualities which have always been maintained by our ancestors and by all Spanish citizens who wish to serve the progressive ideals of humanity to the glory of Spain."

Sir Samuel Hoare, Secretary of State for Air, has received the following reply to his telegram of congratulation to the Spanish Minister of War, in regard to the transatlantic flight:—"The Spanish Air Service warmly thanks you for the congratulations of so high an authority in the world of aviation."—(Signed) Duke of Tetuan, Minister of War.

Great Britain's share in the glory of this flight is twofold—the Napier "Lion" engines and the "Titanine" Dope used for the wing covering.



[FLIGHT Photographs.]  
 "SEAGULLS" FOR AUSTRALIA: These four views show the Supermarine "Seagull," piloted by Captain Biard and carrying as passengers Sir Joseph Cook and Squadron-Leader Brown, taking off, in flight, alighting, and moored to a buoy. Two of these photographs give an indication of the poor visibility obtaining at the time of the flight.

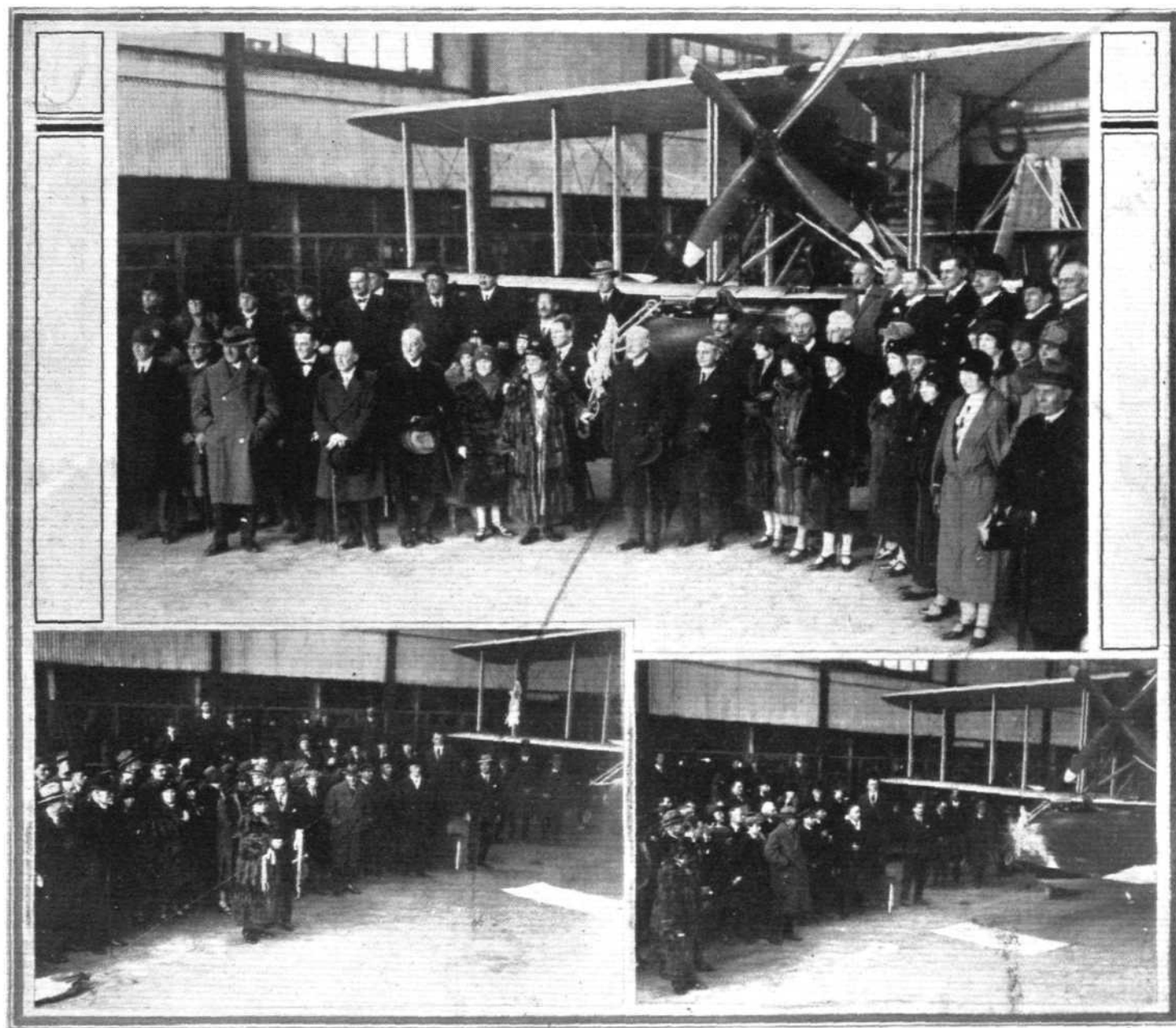


# "SEAGULLS" FOR AUSTRALIA

Lady Cook, D.B.E. Launches the First of a Batch at Southampton

To those who believe that the seaplane, and by the term we understand flying-boats as well as twin-float machines, is destined to play an important rôle in the future development of the British Empire, Saturday, February 6, 1926, was a red letter day, for on that day the official launch took place, at Southampton, of the first of a batch of Supermarine "Seagull" amphibian flying-boats ordered by the Australian government. These machines, of which large numbers have been delivered to the British air forces at home, are three-

fact that the Napier "Lion" engine drives a tractor airscrew. A result of this arrangement is that although the pilot is placed in the nose of the hull, the gunner and observer are accommodated aft of the wings, a position which a "pusher" airscrew would render somewhat difficult. The machine has a retractable undercarriage so as to be able to get off from or alight on land or sea at will, or from the deck of a vessel. When raised, the wheels swing outwards and upwards towards the lower plane.

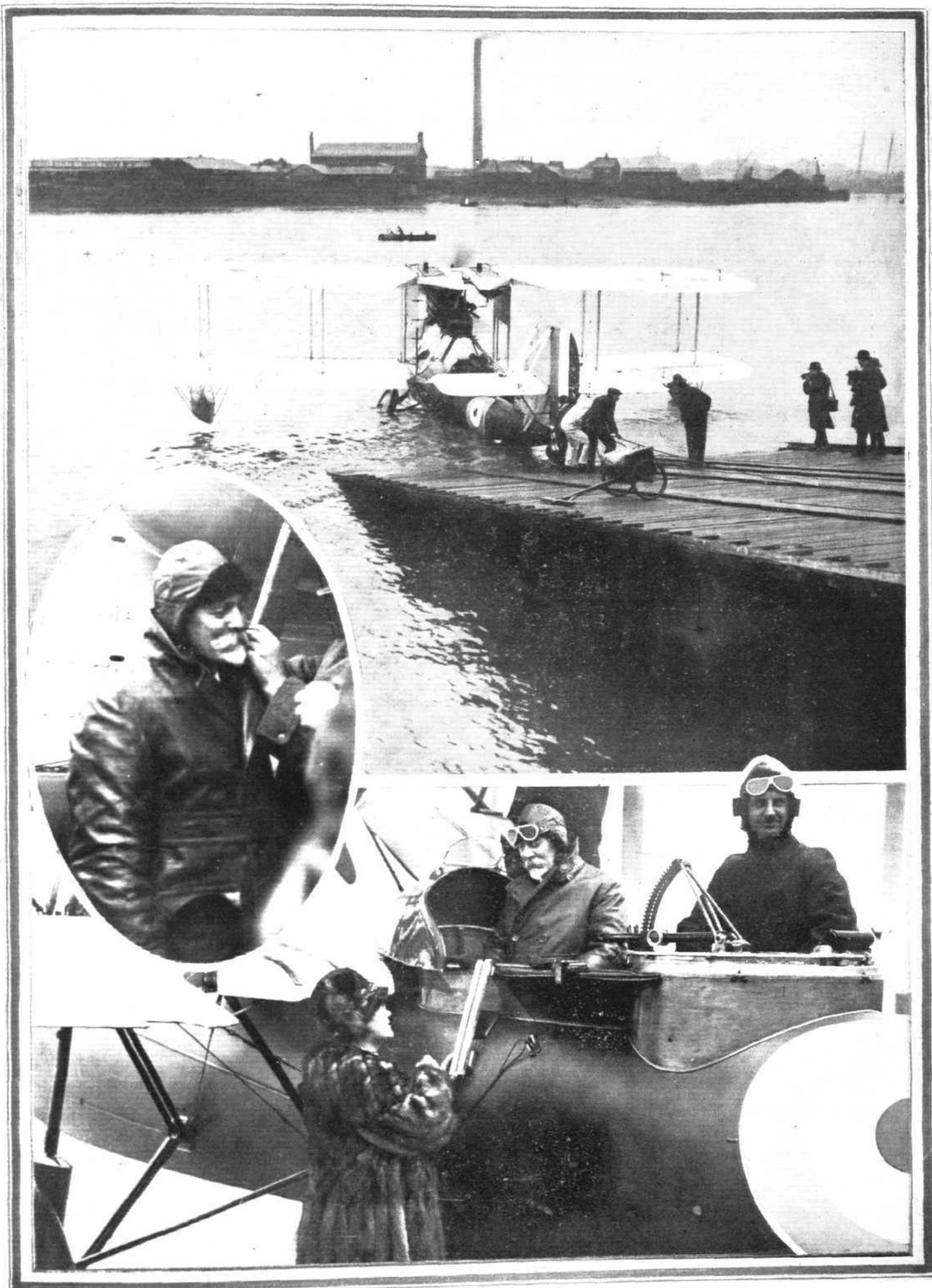


[FLIGHT Photographs.]

**CHRISTENING THE FIRST AUSTRALIAN "SEAGULL":** At Southampton the christening ceremony and launching of the first of a batch of Supermarine "Seagulls" built for Australia took place on February 6, when Lady Cook christened the machine and Sir Joseph Cook, High Commissioner for Australia, made a flight over the Itchen and Southampton Water. The upper group includes a number of well-known personalities present at the ceremony, and in the lower photographs Lady Cook is seen (on the left) cutting the cord, while on the right the bottle of champagne may be seen at the moment of striking the anchor secured to the bows of the "Seagull."

seater amphibian reconnaissance machines, and one of their first duties in Australia will, we understand, be the surveying of the Great Barrier Reef, although they will also be employed for training and other purposes. As the "Seagull" has been illustrated and described in FLIGHT it is unnecessary to describe the machine here. Suffice it to say that it is of typical Supermarine lines, with a boat-planked hull of the resilient or Linton Hope type, and is characterised by the

On Saturday last a distinguished party, numbering close upon 100, travelled to Southampton, where motor vehicles met the train and conveyed the guests to the Supermarine Works at Woolston. Here the visitors were met by Mr. G. L. Wood, Chairman of the Supermarine Aviation Works, Commander James Bird, Managing Director of that firm, Sir Harry Brittain, director of D. Napier and Son, and Mr. H. T. Vane, Managing Director of Napier's. After a tour of



[FLIGHT Photographs.]

**LAUNCHING THE FIRST AUSTRALIAN "SEAGULL":** The upper photograph shows the machine leaving the slipway at Woolston, piloted by Capt. Biard and carrying as passengers Sir Joseph Cook, High Commissioner of Australia, and Squadron-Leader Brown, Liaison Officer of the R.A.A.F. The lower photograph shows Sir Joseph having a final chat with Lady Cook before the start of the flight, and in the inset Sir Joseph having his flying cap adjusted



inspection of the Supermarine works, during which a number of "Southamptons" were inspected with the greatest interest, the visitors were shown the "Seagull" about to be launched.

The christening ceremony was then performed by Lady Cook D.B.E., wife of Sir Joseph Cook, High Commissioner for Australia, who broke a bottle of champagne on the bows of the machine, with the words "I name you 'Australian Seagull I.' Good luck to you and to all who fly in you. God bless you."

Immediately after the christening ceremony the machine was brought out of its shed and run down the slipway, where Sir Joseph Cook embarked, as did also Squadron-Leader Brown, Liaison Officer of the Royal Australian Air Force, Captain Biard, the famous Supermarine test pilot, was at the wheel. A cheer greeted the machine as it left the slipway and took the water, and after raising the wheels Capt. Biard taxied up the Itchen to get a start down-stream against the wind. A few minutes were spent in waiting for the "floating bridge" running between Southampton and Woolston to get out of the way, and then Capt. Biard opened his engine, and the "Seagull" rose after a short and very clean run, getting "unstuck" immediately opposite the slipway, and thus giving the visitors an excellent view. Amid renewed cheers, the machine headed for Southampton Water, where it was soon lost to sight in the drizzle, soon to appear again. After circling a few times a perfect landing was made, and Captain Biard taxied up to a buoy where he moored the machine. The mooring operation was one of the neatest we have ever seen, Capt. Biard judging speed and tide to a nicety. Sir Joseph Cook and Sq.-Ldr. Brown were then fetched ashore in a launch, and the party were conveyed to the South Western Hotel, where a luncheon was given, presided over by Mr. G. L. Wood.

Commander J. Bird said he did not propose to take up much time, since the guests were catching a train after lunch, and that they must assume even the Southern to be punctual. He regretted that among those who had been unable to be present at the christening of the first Australian "Seagull" were Sir Samuel and Lady Hoare, Sir Hugh and Lady Trenchard, and Sir Geoffrey and Lady Salmond, as well as representatives of the Board of Trade and Southampton Harbour Board. The latter were at that moment present at the reception given to the captain and crew of the s.s. *Roosevelt*, in recognition of their gallant work in rescuing the crew of the *Antinoe*. He wished to thank very heartily Sir Joseph and Lady Cook for coming down, and said he was deeply conscious of the great honour shown his firm by the distinguished High Commissioner for Australia and his wife in coming down to launch the first amphibian flying-boat to be built for Australia. With regard to Sir Joseph Cook's first flight, he thought Sir Joseph's landing was as good as that of his great namesake in Australia. In conclusion, he asked Lady Cook to accept, in commemoration of her launching of the first Australian "Seagull," a silver rose-bowl filled with roses.

Sir Harry Brittain, M.P., referred humorously to the antiquated toll-gates of Southampton district, and to the usual drizzling rain which one always expected to find in hoary old England. He referred briefly to the Australian Air Force, which was at the moment composed of 100 officers and 500 men, and to the splendid flight of Commander Goble around Australia. Sir Harry next gave a few brief impressions of his flight in Australia recently, when he went over in connection with the Empire Press Conference, and said by making use of the air he was enabled to see more in one

day of that great country than others were able to see in several weeks. Touching on the use of seaplanes and flying-boats, Sir Harry mentioned that he understood there was some talk of a French air service whose flying-boats would alight on the Thames. While he welcomed this as a step in progress, he expressed the hope that a similar facility would be given for British machines to alight on the Seine. On the subject of the proposed reductions in the Air Estimates, Sir Harry called attention to the risks which such reductions might bring with them, and uttered a word of warning that Great Britain should be very careful not to get below the danger line in such reductions.

During his speech Sir Harry referred to Sir Joseph Cook and to his great namesake, Captain Cook, as well as to the Air Station at Point Cook in Australia, and mentioned how curious it was that the name Cook kept cropping up.

Sir Joseph Cook, High Commissioner for Australia, said with reference to the name Cook, he had heard it so often and in connection with such great men, that he had come to be not ashamed of it. He was very pleased to be present

on that occasion, and had been greatly impressed by his first flight. The defence of Australia was a difficult problem, and Australia's coast line of some 12,000 miles presented a problem of patrolling which could only be solved by aircraft. On the same general subject of defence Sir Joseph pointed out that with a population of six millions Australia was spending at the rate of five million pounds per annum on defence, which showed that Australia was doing a good share of the Empire defence. As an island, although a large one, it must depend mainly on marine defence, and he considered that day a beginning in marine aircraft defence as far as Australia was concerned. He referred to Australia's desire to standardise in such a way that every ship, every unit, every gun, every aeroplane, every seaplane, and every man, would fit into the scheme for Imperial defence. Sir

Joseph also referred to the work being done by the air lines in Australia, and said that although a good beginning had been made they would not be satisfied until they had air services around the entire coast of Australia.

Speeches were also made by Lord Apsley, M.P., for Southampton, by Sir William Cullen, K.C.M.G., Chief Justice and Lieutenant-Governor of New South Wales, and by Sir James Allen, High Commissioner for New Zealand.

The visit to Southampton then came to a close, and the party was conveyed to the station, where it was found that for once the Southern Railway was punctual.

A noteworthy feature of the day was that everything went absolutely without a hitch and to scheduled time.

Among those present were: Sir James Allen, High Commissioner for New Zealand; Lord and Lady Apsley; Eng.-Com. Brand, R.A.N.; Sir T. A. Coghlan, Agent-General for New South Wales; Lady Coghlan; The Hon. H. P. Colebatch, Agent-General for West Australia; Sir William Cullen, Chief Justice and Lieutenant-Governor of New South Wales, and Lady Cullen; Brig.-General Dodds, Military representative of the Commonwealth of Australia, The Hon. J. Huxham, Agent-General for Queensland; Mr. C. Neal, Acting Agent-General for Victoria; Dr. Ethel Osborne; J. Lloyd Price, Agent-General for South Australia; Councillor J. E. Silverman, Mayor of Southampton, and Mrs. Silverman; Colonel R. Eccles Snowden, Agent-General for Tasmania, and Mrs. Eccles Snowden; and Captain J. B. Stevenson, Naval Representative of the Commonwealth of Australia in London.



**This handsome silver rose bowl, which was presented to Lady Cook at Southampton on Saturday last, carries the inscription: Presented to Lady Cook, D.B.E., on the occasion of her launching the first Australian "Seagull" flying boat, by the Supermarine Aviation Works, Ltd., and D. Napier & Son, Ltd., Southampton, England, February 6, 1926.**

## A HAWKER LIGHT 'PLANE AND THE R.A.E. LIGHT AERO CLUB

REFERENCE has previously been made in *FLIGHT* to the fact that a Hawker "Cygnet" light 'plane had been presented to the R.A.E. Light Aeroplane Club, Farnborough, by the Hawker Engineering Co., Ltd., of Kingston. This week we are able to give our readers some further information regarding the matter.

It may be mentioned, in the first place, that the Hawker Engineering Co., Ltd., designed and constructed two "Cygnet" machines for the 1924 Light Aeroplane trials. The machines were sent to Martlesham after the 1924 trials, for test in the usual manner. Various delays—due to engine trouble—

Mr. T. O. M. Sopwith of the Hawker Engineering Co.—was very favourably impressed with the enthusiasm displayed by the R.A.E. Light Aero Club, and the Hawker directors decided, in order to assist the club, to present them with the "Cygnet" which was flown by Mr. F. P. Raynham in the 1924 Light 'Plane trials.

The R.A.E. Light Aero Club, in accepting the machine, expressed their gratitude for this generous gift, and the machine has now been fitted with a Bristol "Cherub" engine in anticipation of this year's events. Originally this machine was fitted with a 30 h.p. A.B.C. "Scorpion" engine; it is a



**THE HAWKER "CYGNET" LIGHT BIPLANE:** The above machine has been presented by the Hawker Engineering Co., Ltd., to the R.A.E. Light Aero Club of Farnborough. It is now fitted with a Bristol "Cherub" engine instead of the A.B.C. "Scorpion" originally fitted (as shown above).

occurred during these tests, and eventually the machines were brought back to Brooklands.

One of the "Cygnets" was entered in the 1925 Competitions at Lympne, where, it will be remembered, piloted by Flight-Lieut. Bulman, it won the International Handicap, and in other respects did very well. The second "Cygnet" was kept at Brooklands, the Hawker Engineering Company intending to use it for further research and experimental work.

During a visit to Farnborough, and the R.A.E. Light Aero Club, Mr. Sigrist—who is joint managing director with

tractor fuselage biplane, the main characteristics of which are: large top plane (28 ft. span by 4 ft. 3 in. chord) and smaller lower plane (23 ft. span by 2 ft. 6 in. chord), single I-interplane struts with outward rake, and variable camber wing flaps fitted to the top plane, which help to reduce the landing speed.

In conclusion, many of our readers will remember that the R.A.E. Light Aero Club designed and constructed a light 'plane, the "Hurricane" monoplane, for the 1923 Light 'Plane trials, which also took part in the 1924 and 1925 meetings.

## LIGHT 'PLANE CLUB DOINGS

### London Aeroplane Club<sup>7</sup>

FLYING during the week has again been very limited on account of the weather. To the previous troubles of wind and fog we have had to contend with the flooded state of the aerodrome. In spite of all these drawbacks, our one machine managed to put in 13 hrs. 10 mins.

The following members had flying instruction: R. C. Brighten, S. C. Richards, D. S. Brough, C. E. Murrell, W. Hay, V. H. Dore, E. A. Cook, C. H. Gould, J. S. M. Michie, Mrs. Atkey, D. P. H. Esler, P. O. Bradshaw, R. P. Cooper, E. D. Moss, T. C. Angus, Sir John Rhodes, N. Jones, A. Lees.

The following members made solo flights: Mrs. Elliott-Lyon, Sqdn.-Ldr. M. E. A. Wright, P. G. Lucas.

Negotiations are practically completed for replacing G-EBLU with another D.H. Moth. It is hoped to take over the new machine during the week.

### The Lancashire Aero Club

FLYING took place on Friday and Saturday. Owing to Mr. Scholes's absence on "the flight towards Manchester," Mr. Cantrill gave all the instruction. Tests occupied 30 mins. Dual, 2 hrs. 20 mins.; solo, 55 mins.; total, 3 hrs. 45 mins.

The following had instruction—

C. Agar, 35 mins.; B. Smith, 30 mins.; M. Lacayo, 5 mins.; A. Good-year, 15 mins.; W. Colley, 20 mins.; S. E. Rodman, 10 mins.; P. Michelson, 25 mins.

Solo flights by M. Lacayo, 30 mins.; A. Goodyear, 25 mins.

### The Newcastle-upon-Tyne Aero Club

THE week ending February 7 was one of the worst, as regards weather, that has been experienced since the club commenced operations, with rain and fog almost continuous. No flying at all was possible on the Monday, Tuesday or Saturday, and the total time flown was only 11 hrs. 55 mins.

The following had dual instruction with Maj. Packman:—

Messrs. T. R. MacMillan (6 hrs. 15 mins.), H. Ellis (15 mins.), C. Thompson

(35 mins.), J. D. Irving (45 mins.), W. Todd (30 mins.), G. H. Twine (30 mins.).

Mr. R. N. Thompson carried out one flight of 35 minutes on Wednesday with Mr. Hetherington as passenger, and another of 45 minutes with Maj. Packman as passenger on Sunday.

Maj. Packman took Mr. Ebermall for a 15 minutes' joy ride on Sunday.

**Report for January.**—Although one machine was off service on the 6th, the amount of flying carried out during January was even better than for December, in spite of the worst possible weather conditions, chiefly wind and fog.

	Number of Flights.	Time. Hrs. mins.
Dual training	73	39 49
Solo training	14	9 10
"A" pilots	25	14 3
Test and passenger flights	35	6 27
Totals	147	69 29

Messrs. R. N. Thompson and W. T. Walton qualified for their licences early in the month, bringing the total qualified pilots up to six.

The lecture delivered by Maj. F. M. Green, designer of aircraft, Messrs. Armstrong, Whitworth and Co., Ltd., was very much appreciated by the members who attended, and the second of the series, "Tanks and Dragons with the Army Manœuvres, 1925," by Mr. Swinerton Dyer, which will be on February 17, should also prove very interesting.

**Visit to Armstrong College.**—Members are invited by Comdr. C. J. Hawkes, R.N., Professor of Engineering of Armstrong College and Vice-President of the Club, to visit the Engineering Section of the College on Wednesday, February 24, at 7.15 p.m. Those who will be present should advise the Secretary not later than the 20th inst.

The next club whist drive takes place on March 3 at the Clubhouse, 7 p.m.



The pilot's cockpit is placed ahead of the wings, aft of the engine, and as the seat is raised, the view is excellent. The cabin has seating accommodation for six passengers only, but the machine is designed to carry a pay load of 1,200 lb. all told, which is really very good indeed, considering that its tank capacity is sufficient for 450 miles. The pay load with this range works out at 3.33 lb./h.p.

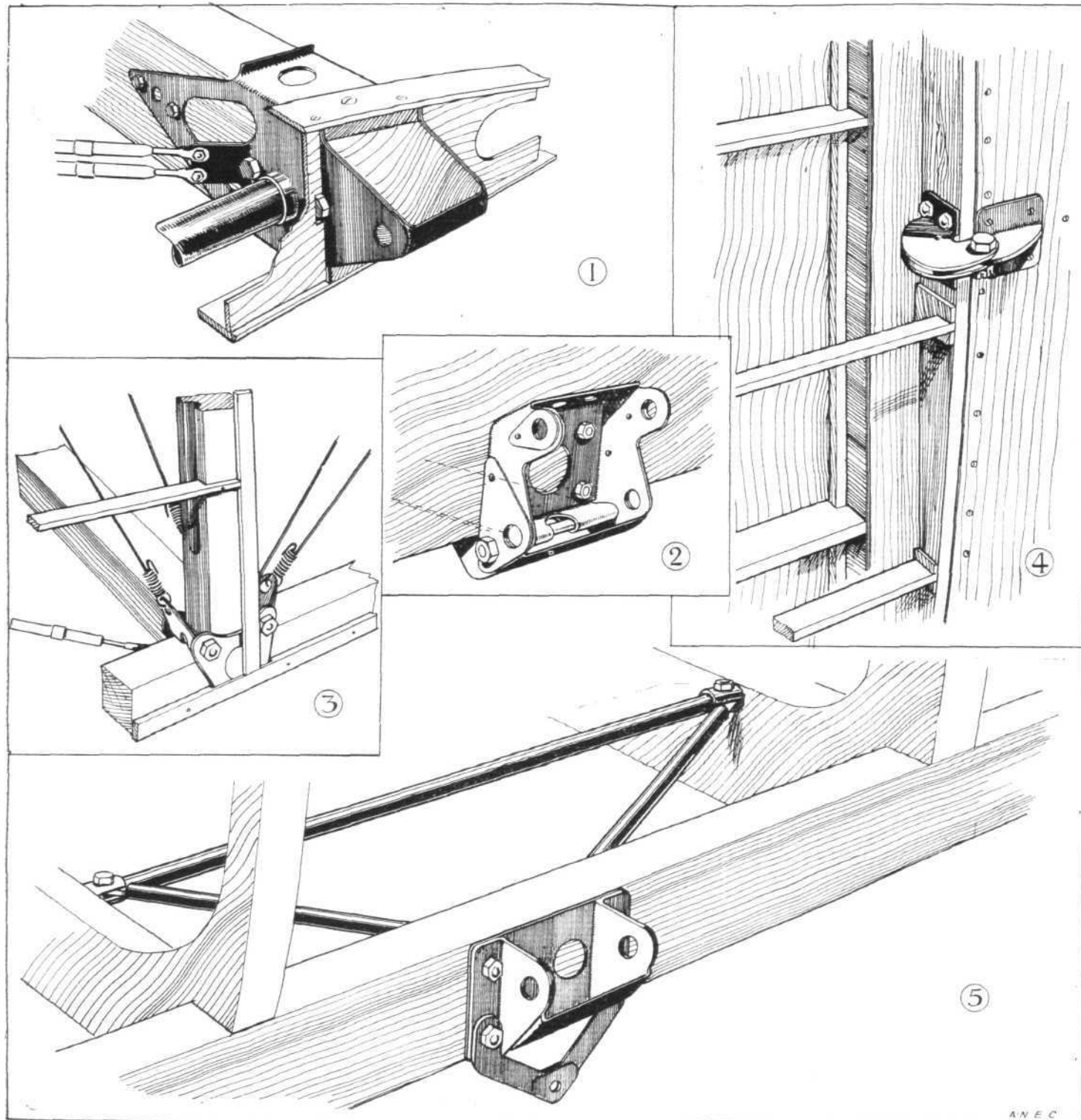
In the front part of the passenger saloon, partly under the pilot's cockpit, is the compartment for mails, while aft of the cabin is a lavatory, and behind that again a luggage compartment with its separate door.

The Rolls-Royce "Eagle IX" engine is mounted on steel tube bearers, resting on multi-plywood cradles, and the radiator is built into the engine housing below the engine, the shutters forming part of the bottom cowling. The petrol tanks are mounted in the top of the cabin, but the head is not quite sufficient for gravity feed, and a submerged petrol pump is employed, which takes its supply from the tanks by

gravity and delivers under slight pressure to a small service tank. This arrangement should be practically as simple and reliable as direct gravity feed.

The undercarriage is of simple standard type with two vees and rubber cord shock absorbers.

The dimensions are shown on the general arrangement drawings. Following are the main characteristics of the A.N.E.C. III.: Weight, empty, 3,470 lb. Total loaded weight, 5,600 lb. The load is made up of 90 gallons of petrol, 10 gallons of oil, pilot, and six passengers, the pay load being as already stated, 1,200 lb. The estimated top speed is 105 m.p.h., and the cruising speed at 3,000 ft. 90 m.p.h., while it is hoped the landing speed will be as low as 49 m.p.h. The estimated ceiling is 14,500 ft., and it is calculated that the climb to 3,000 ft. will occupy 5½ minutes. The A.N.E.C. III is expected to be ready for flying tests in about a fortnight, when we hope to give photographs of the machine on the ground and in flight.



THE 'ANEC III—SOME CONSTRUCTIONAL DETAILS: 1 shows the spar root fitting on the lower rear spar, while the attachment to the fuselage is shown in 2. Steel straps run under the fuselage to transmit the pull of the lift wires. In 3 is shown a typical fuselage joint aft of the luggage compartment. A luggage compartment hinge is illustrated in 4, which also shows the wood construction. The front spar of the lower plane is attached to the fuselage by the fitting shown in 5, and it should be noted that steel tubes are employed to transmit the loads to the two bulkheads or formers of the cabin.



## CORRESPONDENCE

*The Editor does not hold himself responsible for opinions expressed by correspondents. The names and addresses of the writers, not necessarily for publication, must in all cases accompany letters intended for insertion in these columns.*

### THE AIRCRAFT ENGINEER

[2117] I must congratulate FLIGHT on the inauguration of the series of monthly technical supplements. I feel that they will be extremely useful, and will lead to an interchange of views which are unobtainable by any other method.

I am interested in Mr. Short's article on Duralumin as a material for aircraft construction, and consider that he has obtained some excellent results. I should like, if possible, some information as to how this form of construction compares in use under service conditions with steel and timber construction.

T. O. M. SOPWITH

Kingston-on-Thames,  
February 3, 1926.

[2118] Please allow me to congratulate you on the issue of FLIGHT containing the first monthly *Aircraft Engineer* supplement. If articles of such general interest can be maintained, there is little likelihood of this new section being skipped even by your non-technical readers.

I was specially interested in Mr. Short's article on the Duralumin construction of aircraft, and agree that the formidable word "corrosion" has had a good deal to do with retarding the development of light alloy construction in this country. One unconsciously thinks of mere rust as something which can be removed with a bit of emery paper, whereas with corrosion, which is precisely the same thing, one equally unconsciously thinks of some hopeless and obscure disease in the metal.

Several secret and semi-secret processes have been devised enabling Duralumin to be satisfactorily protected against corrosion. With one of these it is even possible to treat the internal walls of a 20-ft. length of pitot piping. There are also several effective varnishes and enamels which render Duralumin at least as resistant under service conditions as the usual high-tensile steels. One or two simple rules require to be borne in mind. It is important that the Duralumin used should be of precisely the same composition throughout the structure even to the rivets, and that other metals, with the exception of steel, should only be mixed in the structure under certain conditions.

W. S. SHACKLETON

Dalmuir,  
February 3, 1926.

[2119] May I congratulate you on your enterprise in adding to your already interesting journal the monthly Technical Supplement, entitled *The Aircraft Engineer*. On reading the first of these supplements in your issue of January 28 last one is struck with the fact that it has led to an interesting exchange of ideas between the exponents of different methods of aircraft design and manufacture. It is not often that one gets, in a single issue of a journal, such viewpoints of a subject for direct comparison. The principle, perhaps, is worthy of development.

There are one or two points in Maj. Green's article on "Steel Construction for Metal Aircraft" which I venture to make some comments upon. The first is in regard to the question of home supplies of raw material. So far as the supply of raw material for the manufacture of aluminium alloy is concerned, it must be admitted that at present such supplies come from abroad, but so do many other important products which are necessities in time of war. Bauxite, which is the raw material of aluminium, can be obtained from several of the British Colonies, such as British Guiana, India and the Gold Coast, and in a great emergency I am informed that there are supplies in Northern Ireland, which can be utilised at an increased cost of manufacture. Competitive prices in peace times are such as to make the Northern Ireland deposits too expensive for ordinary commercial work. There should be no difficulty, however, in keeping a sufficient stock of material in hand for war emergency as must be done with other vital materials which have to come from overseas, such as spruce, hitherto the main material for the manufacture of aircraft.

The other point is Maj. Green's figure for the maximum stress of Duralumin, which he places at 14.5 tons per sq. in., admitting it is a low figure. As a matter of fact there is no reason to doubt that a figure of about 24 per cent. greater can be obtained, at least that is our experience. This would make the relative specific strength of Duralumin almost equal to steel as given in Maj. Green's table. Finally, so far

as confidence in the reliability of different metals is concerned, it is a matter of experience and usage, and Duralumin has now a good foundation to rest upon in this respect. It is notable that the German aircraft constructors still continue to use it after some 15 years' experience of its qualities.

London, February 8, 1926

OSWALD SHORT

Apart from the above letters, which contribute to the discussion of the articles published in the first *Aircraft Engineer* Supplement, a very large number of letters have been received from readers expressing appreciation of our new technical section, in which, we are glad to say, there appears to be a general and widespread interest. Following are extracts of some of the many letters of this nature which have reached us:—

Capt. G. de Havilland: "I think the new move is a really good one, and I hope it will prosper. I believe it will."

Mr. C. C. Walker (The De Havilland Aircraft Co.): "I should like to congratulate you on the first number of *The Aircraft Engineer*, which I think is full of promise."

Mr. C. H. Dowty: "I wish to tell you how much I appreciate the current issue of FLIGHT. There has been a great lack of technical articles in the aircraft weeklies, and these will fill a long-felt want."

Mr. H. P. Folland (The Gloucestershire Aircraft Co.): "I should like to mention that your scheme is a most excellent one, and greatly adds to the value of your paper, and I myself fully appreciate the articles which have been written."

Mr. F. Sigris (The Hawker Engineering Co.): "I must say that I consider the Supplement under the title *The Aircraft Engineer* is a welcome innovation, and one which should do much to stimulate interest."

Mr. W. O. Manning (English Electric Co.): "I consider that FLIGHT is to be congratulated on the new Supplement, *The Aircraft Engineer*, and especially on the very excellent articles with which this new feature has been inaugurated."

Capt. A. S. Keep (Westland Aircraft Works): "I was very interested in the excellent articles in *The Aircraft Engineer*, which contained a good deal of useful information from well-known authorities. If you can continue the Supplement on the same lines as you have started, it should be a very welcome feature."

### PRIVATE FLYING

[2120] I am sending you herewith a copy of a communication I am issuing relating to private flying, together with Air Ministry Notice to Airmen No. 56 (published in FLIGHT, p. 657, October 8, 1925), and also proposed amendments put forward by the Air Ministry.

HAROLD E. PERRIN, *Secretary, R.Ac.Club.*  
Royal Aero Club,  
February 8, 1926.

[Enclosures]

### Private Flying

The Royal Aero Club has appointed a committee to study the conditions and regulations governing private flying, and to consider whether any, and if so, what changes should be made with a view to its furtherance.

I enclose herewith Air Ministry Notice to Airmen No. 56 of 1925, and also a copy of the proposed amendments to Regulations governing private flying which has been received from the Air Ministry.

Air Ministry Notice No. 56 deals with:—I. The issue of a licence to a pilot and regulations connected therewith. II. The renewal of licences. III. The conditions governing flight within Great Britain and Northern Ireland, wherein the question of the registration and Certificate of airworthiness for aircraft are dealt with, as well as the prescribed documents that have to be carried.

The proposed amendments deal with the same subjects, as follows:—I and II. *Issue and Renewal of Licences.* (See para. 5 of the Air Ministry proposals. III. *Flights within Great Britain and Ireland.* (See para. 3 of the proposals with regard to Certificate of Airworthiness.) Para. 4 with regard to examination before flight. Para. 6 with regard to the investigation of accidents.

The following points are suggested for your consideration with regard to the two documents enclosed:—(1) *I and II. Issue and Renewal of Licences.* Paras. 1 to 9 of *Air Ministry Notice No. 56.* Paras. 5 and 6 of the *Air Ministry Proposals.*

The Committee would draw attention to the fact that the medical examination under this licence is carried out by the applicant's usual medical attendant, and is on the same lines as that of an ordinary life insurance medical examination. The Air Ministry do not contemplate any alteration in this, and the Committee are disposed to agree.

(2) *Regulation 3 of Air Ministry Notice No. 56* calls for the candidate to pass a technical examination. Do you consider that the technical examination should be simplified?

(3) *Certificates of Airworthiness. Air Ministry Notice No. 56, para. 12. Proposed Amendments, para. 3.*

The Committee would welcome an expression of opinion as to whether you consider it necessary that the aircraft should be furnished with a Certificate of Airworthiness granted by the Air Ministry, or whether the certificate should be issued by the constructing firm if the latter were on an approved Air Ministry list. It is desired to have evidence as to whether this alteration would lead to a cheapening in the cost of aircraft construction.

(4) *Air Ministry Notice No. 56, para. 12. Air Ministry Proposed Amendments, para. 4.*

The Committee desire to know whether it is considered necessary to have the examination referred to. Consideration should be given to the fact that a machine might not always operate from an aerodrome at which examination facilities are available. Should you support the view that a Certificate of Airworthiness should be granted by the constructing firm, your views would be appreciated on the subject of inspection of the aircraft thereafter. At the present time the ground engineer who inspects is licensed by and is responsible to the Air Ministry, to see that the standard of workmanship, etc., called for in the Certificate of Airworthiness is maintained thereafter. It has been suggested that if the constructing firm grant the Certificate of Airworthiness the subsequent inspection of the aircraft after a period of flying (say 50 hours) or storage, or after an aircraft is overhauled or repaired or when any part of it has been replaced, could be carried out by the constructing firm's representative.

(5) *Prescribed Documents. Air Ministry Notice No. 56, Para. 13.*—The Committee consider that 1, 2 and 3 are necessary. Your views are asked as to (1) whether the existing Journey Log Book should be retained or (2) whether it should be replaced in a simplified form, showing the hours flown, certified by the pilot, and (3) whether this document should remain in the custody of the owner or be carried on the aircraft.

*Investigation of Accidents. Air Ministry Proposed Amendments—Para. 6.*—As regards private flying, the Committee suggest that the Royal Aero Club should receive a copy of the report on the accident, and have the right to nominate a representative to sit on the Investigation Committee. Please state your views.

*Insurance.*—The Committee suggests that where machines are privately owned, the owner should be compelled by law to insure against Third Party Risks. Please state your views.

The Committee would welcome an expression of your views on these memorandums as well as any further comments you may wish to put forward on the subject of Private Flying. It is the desire of the Committee to put forward to the Air Ministry such recommendations as will facilitate the development of private flying in its widest sense.

*It will greatly assist the Committee if your reply is sent in not later than the 17th inst.*

### Air Ministry Memorandum

#### *Proposed Amendment of Regulations Governing Private Flying.*

1. The Air Ministry have had under consideration as a result of various representations, the application of the Air Navigation Orders and Directions to private aircraft, i.e., aircraft not carrying passengers or goods for hire or reward.

2. This consideration has had in view more particularly the possibility of relaxing, in the interests of owners of private aircraft, the regulations with regard to the Certificate of Airworthiness of the aircraft, the Pilot's Licence and the investigation into aircraft accidents.

3. *Certificate of Airworthiness.*—By Article 11 of the Convention for the Regulation of Aerial Navigation (Paris, October 13, 1919):

"Every aircraft engaged in international navigation shall, in accordance with the conditions laid down in Annex B, be provided with a Certificate of Airworthiness issued or rendered valid by the State whose nationality it possesses"

and the International Commission for Air Navigation, set up by the Convention, has been studying the international minimum standard conditions which an aircraft must satisfy before a Certificate of Airworthiness can be issued.

It will be noted that under the Convention the obligation

with regard to Certificates of Airworthiness only affects aircraft engaged in international navigation, but with the authority of Section 2 of the Air Navigation Act, 1920, the policy of the Air Ministry has been to forbid the flight of all aircraft not possessing a Certificate of Airworthiness, except (a) in the case of aircraft flown within three miles of an aerodrome for the purpose of experiment or test only, or (b) by special permission of the Secretary of State in writing, and the Air Navigation Orders have been drawn up accordingly.

It is possible to alter this policy by an amendment of the Air Navigation Orders and without any alteration of the Act so that the regulation applies only to aircraft carrying passengers or goods for hire or reward or engaged in international navigation, and so that private aircraft flown in this country are exempted from the requirement to have a Certificate of Airworthiness.

An amendment of the Order in this sense is under consideration by the Air Ministry.

In connection with any discussion on the subject the advantages gained in the direction of encouraging an increase in private flying by this removal of administrative restrictions should be balanced against the possible effect that such a change might have both on the reputation for safety enjoyed by British aircraft at home and abroad, as a result of the high standards demanded before a Certificate of Airworthiness is granted and also on the insurance rates. Moreover, attention should be called to the possible increase in third party risks, and in this connection Section 9 (1) of the Air Navigation Act should not be forgotten by which proof of negligence is not required in the case of material damage or loss caused by an aircraft when in flight or on landing or taking off.

4. *Examination before Flight.*—As there is some misunderstanding on the subject it may be worth while placing on record here that aircraft not carrying passengers or goods for hire or reward are not required by the Air Navigation Orders to be examined before flight by a certified ground engineer.

As the directions stand at present, however, the regulation requires that when an aircraft is overhauled or repaired, or when any part of it has been replaced, it shall be examined and certified by a ground engineer before it flies again.

The Air Ministry have under consideration the abolition of this regulation in so far as private aircraft are concerned.

5. *Private Pilot's Licence.*—Under Article 12 of the International Air Convention:—

"The Commanding Officer, pilots, engineers and other members of the operating crew of every aircraft shall, in accordance with the conditions laid down in Annex E, be provided with certificates of competency and licences issued or rendered valid by the State whose nationality the aircraft possesses."

It will be noted that whereas under the International Air Convention, certificates of airworthiness are only required for aircraft engaged in international navigation, all pilots and members of the operating crews, whether the aircraft on which they are employed are engaged in international navigation or not, must be provided with certificates of competency and licences.

The minimum qualifications necessary for obtaining a Private Pilot's Licence are set out in detail in Annex E of the International Air Convention and are reproduced in the Air Navigation Regulations. These qualifications, as they are contained in an Annex to the Convention and not in the Articles of the Convention itself, can be amended from time to time by the International Commission. In this connection, on representations made by the Light Aeroplane Clubs, the British Delegation to the Commission are proposing that the altitude test which requires at present that "the pilot shall remain for at least an hour at a minimum altitude of 2,000 metres above the point of departure" shall be amended so as to read "the pilot shall attain a minimum altitude of 2,000 metres above the point of departure." This proposal will be discussed at the next meeting of the Commission to be held in Paris in April, and if adopted, the Air Navigation Directions will be amended accordingly. Apart from this, the Air Ministry are not proposing any amendments with regard to the conditions for the issue or renewal of a Private Pilot's Licence.

It must be remembered that incompetency on the part of a pilot or ignorance of the rules of the air is a source of danger to other pilots and aircraft.

With regard to the medical examination required in the case of private pilots, the minimum standards are laid down in Annex E of the Convention, but each contracting State is at liberty to fix its own methods of examination and to raise the conditions if it so desires. The international



standard which is the one adopted in this country, is not unduly high, and in accordance with the Air Navigation Directions (A.N.D.3.D.) the medical examination for the issue and for the renewal of the Private Pilot's licence can be conducted by the applicant's usual medical attendant, who submits his report to the Air Ministry.

The Air Ministry do not at present contemplate any alteration in the arrangements for the medical examination of applicants for Private Pilots' licences.

6. *Investigation of Accidents.*—Under the Air Navigation

(Investigation of Accidents) Regulations, 1922, notification of accidents is required in the case of death or personal injury to any person, whether carried in the aircraft or not, and in the case of serious structural damage to the aircraft.

On notification of the accident being received, the decision as to whether a preliminary investigation into the cause of the accident is necessary or not must rest with the Inspector of Accidents, but if he is satisfied that an investigation is unnecessary, the owner of the aircraft will receive permission at once to remove the aircraft.

# THE ROYAL AIR FORCE

London Gazette, January 26, 1925

## Stores Branch

Flying Officer C. B. Horsfield is confirmed in his appointment in the Stores Branch and is granted a permanent commn.; Jan. 14. Flying Officer B. W. Hemsley is granted a permanent commn. in rank stated; Jan. 27.

## Accountant Branch

The following Flying Officers are granted permanent commns. in rank stated:—F. C. Chalmers, G. W. Lynn; Jan. 27. Pilot Officer on probation A. E. West is confirmed in rank and promoted to rank of Flying Officer, with effect from Dec. 3, 1925, and with seny. of Nov. 10, 1925.

## Medical Branch

L. I. Hyder is granted a short-service commn. as a Flying Officer for three years on Active List, with effect from and with seny. of Jan. 6. Flying Officer S. G. Gilmore is promoted to rank of Flight-Lieut.; Jan. 23. Flying Officer T. Glynn, M.B., is transferred to Reserve, Class D.2; Jan. 23.

## Memorandum

181322 Cadet T. Smith is granted an hon. commn. as a Sec. Lieut., with effect from the date of his demobilisation.

## Reserve of Air Force Officers

L. R. Tait-Cox is granted a commn. in Class A, General Duties Branch, as a Flying Officer on probation; Jan. 26. The following are granted commns. in Class AA, General Duties Branch, as Pilot Officers on probation:—W. J. Overy, C. E. F. Riley; Jan. 11. J. R. W. Alexander; Jan. 13. Flight-Lieut. F. F. Minchin, C.B.E., D.S.O., M.C., is promoted to the rank of Squadron-Leader; Jan. 26. The following Flying Officers are promoted to rank of Flight-Lieut. (Jan. 26):—H. Wyllie, O.B.E. (and is granted the honorary rank of Wing Commander); R. H. Mayo, O.B.E.; H. A. Buss, O.B.E., D.S.C.

The following Pilot Officers are confirmed in their rank (Jan. 21):—L. O. Moss, M.M.; H. A. Record.

London Gazette, February 2, 1926

## General Duties Branch

Flight-Lieut. J. McFarlane, M.C., is granted a permanent commission

in the rank stated; Jan. 1. The following are granted permanent commns. as Pilot Officers, with effect from the dates indicated, and with seniority of the dates stated in brackets:—J. A. Tindall; Jan. 18 (Jan. 18, 1925). E. D. M. Hopkins; Jan. 26 (Jan. 26, 1925). The following are granted short service commns., as Pilot Officers on probation, with effect from and with seniority of the dates indicated:—R. H. Donkin; Jan. 22. S. H. C. Gray; Jan. 23.

The following Pilot Officers are promoted to rank of Flying Officers:—F. W. Moxham; Sept. 14, 1925. R. H. Barlow; Jan. 31. Pilot Officer on probation H. A. M. Weir is confirmed in rank; Oct. 1, 1925. Flying Officer E. N. T. Edwards (Lieut., R.A.), is re-seconded for two years' duty with the R.A.F.; Aug. 1, 1925. Flight-Lieut. W. H. Mackenzie, A.F.C., is placed on retired list at his own request, and is granted rank of Sqdn. Leader; Feb. 3. Flight-Lieut. W. T. S. Williams, D.S.C., is placed on the retired list on account of ill-health; Feb. 3. Flying Officer C. R. Stewart is transf'd. to Reserve, Class A; Feb. 2. Wing Commander J. P. C. Sewell, O.B.E., is transf'd. to Reserve, Class C; Dec. 5, 1925. (Substituted for Gazette Dec. 8, 1925.)

The following relinquish their short service commns. on account of ill-health, Feb. 3: Flying Officer C. Wilson, Pilot Officer on probation H. W. Miller. C. F. L. Holford, Lieut., R.M., Flying Officer, R.A.F., relinquishes his temp. commn. on return to the Royal Marines; Jan. 21. (Substituted for Gazette, Jan. 26.)

## Accountant Branch

The following Flying Officers are granted permanent commns. in rank stated Feb. 3: F. R. Barton, R. G. Dyer.

## Medical Branch

C. J. S. O'Malley is granted a short service commn., as a Flying Officer, for three years on Active List, with effect from and with seniority of Jan. 14; N. I. Smith, M.B. (Capt., R.A., T.A.), is granted a short service commn., as a Flying Officer, for three years on Active List, with effect from and with seniority of Jan. 25, and is seconded for employment at King's Cross Hospital, Dundee, with effect from that date. Flight Lieut. T. L. P. Harries, M.B., is transf'd. to Reserve, Class D.2; Jan. 30.

## ROYAL AIR FORCE INTELLIGENCE

**Appointments.**—The following appointments in the Royal Air Force are notified:—

### General Duties Branch

**Wing Commanders:** L. A. Pattinson, D.S.O., M.C., D.F.C., to Station H.Q., Andover, to command, 12.2.26. H. L. Reilly, D.S.O., to H.Q., Iraq, for Air Staff (Signals) duties, 31.12.25.

**Squadron Leaders:** H. E. M. Watkins, A.F.C., R.D., to R.A.F. Training Base, Leuchars, 3.2.26. J. B. Graham, M.C., A.F.C., to No. 207 Sqdn., Eastchurch, 20.1.26. A. L. Gregory, M.B.E., M.C., to Special Duty List, for duty as Head of No. 10 Section, R.A.E., S. Farnborough, 5.2.26. H. M. Probyn, D.S.O., to Sch. of Army Co-operation, Old Sarum, 4.2.26. A. H. Stradling, O.B.E., to Station Commandant, Hinaidi, 1.1.26. J. C. P. Wood to No. 4 Flying Training Sch., Egypt, 12.12.25. A. Durston, A.F.C., to No. 480 Flight, Calshot, 18.1.26.

**Flight Lieutenants:** R. A. Courtney, M.B.E., to No. 3 Group, H.Q., Spittlegate, 9.2.26. H. C. Calvey, to No. 23 Sqdn., Henlow, 20.1.26. C. A. Boucher, D.F.C., to No. 41 Sqdn., Northolt, 20.1.26. H. E. Searle, to No. 32 Sqdn., Kenley, 18.1.26. A. J. E. Broomfield, D.F.C., to Aircraft Depot, India, 17.12.25. B. A. Malet, D.F.C., to H.M.S. "Eagle" 27.1.26. W. G. Preston, D.F.C., to No. 100 Sqdn., Spittlegate, 28.1.26. S. P. Simpson, to H.Q., Egypt, 4.1.26. A. H. Goldie, to No. 4 Flying Training Sch., Egypt, 8.1.26. S. F. Vincent, A.F.C., to Heliopolis Details, Egypt, 12.12.25. N. P. Dixon, A.F.C., to Station Commandant, Hinaidi, 8.1.26. C. Chapman, D.S.C., to No. 14 Sqdn., Palestine, 20.12.25. H. L. P. Lester, to No. 4 Flying Training Sch., Egypt, 21.12.25. J. G. S. Candy, D.F.C., to Station Commandant, Basrah, 5.1.26. A. R. Churchman, D.F.C., to H.Q., Palestine, 12.12.25. W. A. Duncan, to H.Q., Iraq, 1.1.26. F. Thomasson, D.F.C., M.M., to No. 6 Sqdn., Iraq, 1.1.26. L. Eardley-Wilmot, to H.Q., Egypt, 9.1.26.

**Flying Officers:** N. S. Paynter to No. 60 Sqdn., India, instead of to Aircraft Depot, as previously notified, 18.11.25. B. H. C. Russell to No. 5 Sqdn., India, instead of to No. 20 Sqdn., as previously notified, 18.11.25. D. C. Prance, to Aircraft Depot, India, instead of to No. 60 Sqdn., as previously notified, 18.11.25. L. W. Lane, M.C., to Aircraft Park, India, 11.12.25. W. J. M. Akerman, to No. 28 Sqdn., India, instead of to No. 31 Sqdn., as previously notified, 18.11.25. A. B. Smith, M.C., to No. 20 Sqdn., India, instead of to No. 31 Sqdn., as previously notified, 18.11.25. G. I. C. Peacocke, to Aircraft Depot, India, instead of to No. 27 Sqdn., as previously notified, 18.11.25. A. D. Davies to Aircraft Depot, India, instead of to No. 31 Sqdn., as previously notified, 18.11.25. F. V. Beamish to No. 31 Sqdn., India, instead of to No. 5 Sqdn., as previously notified, 18.11.25. E. C. de V. Lart, to No. 60 Sqdn., India, instead of to No. 27 Sqdn., as previously notified, 18.11.25. A. F. Hutton to Aircraft Depot, India, instead of to No. 5 Sqdn., as previously notified, 18.11.25. G. W. P. Irwin to Aircraft Depot, India, instead of to No. 31 Sqdn., as previously notified, 18.11.25. J. C. Marcy to Aircraft Depot, India, instead of to No. 5 Sqdn., as previously notified, 18.11.25. D. Robinson to Aircraft Depot, India, instead of to No. 5 Sqdn., as previously notified, 18.11.25. F. T. Eades, D.F.C., to No. 58 Sqdn., Worthy Down, on transfer to Home Estab., 7.1.26. W. S. Allen to Station H.Q., Northolt, 5.2.26. W. R. Heywood to No. 1 Stores Depot, Kidbrooke, 4.2.26. Hon. Flt. Lt. G. N. Carroll to R.A.F. Base, Calshot, 8.2.26. N. H. F. Unwin, to Sch. of

Tech. Training (Men), Manston, 8.2.26. C. O. Towler, D.S.M., to H.Q., Mediterranean, 12.12.25. T. Sullivan, to H.Q., Palestine, 12.12.25. J. W. Rose, D.S.M., to No. 208 Sqdn., Egypt, 19.12.25. A. E. Conolly to H.Q., Iraq, 1.1.26. R. B. H. Jackson, to No. 30 Sqdn., Iraq, 29.12.25. F. E. C. Benstead to Inland Water Transport, Iraq, 8.1.26. D. C. Prance to No. 20 Sqdn., India, 6.1.26. J. S. Phillips to No. 4 Flying Training Sch., Egypt, 12.12.25. R. A. King to No. 5 Sqdn., India, 28.11.25. C. Snow to R.A.F. Reception Depot, West Drayton, 3.2.26.

**Pilot Officers:** H. D. Gunton to No. 2 Flying Training Sch., Digby, 30.1.26. W. E. Symonds, to No. 216 Sqdn., Egypt, 7.1.26.

### Stores Branch

**Flight-Lieutenants:** P. F. Connaughton and P. J. Murphy, to H.Q., Iraq; 15.1.26.

**Flight Lieutenants:** A. M. Saywood, to H.Q., Iraq, 1.1.26. J. Walker to Heliopolis Details, Egypt, 12.12.25. F. Petch, O.B.E., to H.M.S. "Eagle," 28.1.26.

**Flying Officers:** E. F. Elliott and G. W. Longstaff, to H.Q., Iraq; 15.1.26. A. Walters, to R.A.F. Depot, on transfer to Home Estab.; 10.1.26.

**Flying Officers:** S. R. L. Poole, to No. 3 Wing, H.Q., India, instead of to Aircraft Depot as previously notified, 18.11.25. G. C. Wilson to No. 208 Sqdn., Egypt, 12.12.25.

### Accountant Branch

**Wing Commander** H. G. Jones, to H.Q., Cranwell, for duty as Command Accountant, 8.2.26.

**Flight Lieutenants:** P. Hay, M.C., to No. 216 Sqdn., Egypt, 11.12.25. J. H. B. Carson to R.A.F. Base, Malta, 12.12.25.

**Flying Officers:** C. W. Price to H.Q., Egypt, 5.1.26., D. F. A. Clarke, to No. 4 Flying Training Sch., Egypt, 5.1.26.

**Pilot Officers:** D. C. Stone, to No. 11 Sqdn., Netheravon; 21.1.26. C. L. Dook, to No. 2 Sqdn., Manston; 21.1.26. J. P. Cave, to Central Flying Sch., Upavon; 21.1.26. D. Sender, to No. 19 Sqdn., Duxford; 21.1.26. J. A. Stephenson, to Armament and Gunnery Sch., Eastchurch; 21.1.26. A. L. Derry, to No. 43 Sqdn., Henlow; 21.1.26. W. F. Quilliam, to No. 3 Sqdn., Upavon; 21.1.26. H. Crowther, to No. 23 Sqdn., Henlow; 21.1.26. H. R. Withers, to R.A.F. Depot; 21.1.26. A. E. Fairs, M.C., to Sch. of Army Co-operation, Old Sarum; 21.1.26. K. A. Jackson, to Electrical and Wireless Sch., Flowerdon; 21.1.26. J. Lambio, to Sch. of Photography, S. Farnborough; 21.1.26. R. Cassels, to No. 100 Sqdn., Spittlegate; 21.1.26.

### Legal Branch

**Flight Lieutenant** G. S. Marshall, O.B.E., to Special Duty List, on appointment to a Temp. Commission for legal duties in Department of J. A. G. 14.12.25.

## AUXILIARY AIR FORCE

### General Duties Branch

The following to be Flying Officer:—No. 603 (City of Edinburgh) Bombing Squadron:—W. O. B. Winkler; Feb. 2.

## IRISH AIR FORCE U.S.A. FLIGHT CANCELLED

In the Saorstát Dail (Free State Parliament), on January 27, the Minister for Defence, in reply to a question by Mr. Thomas Johnston, the leader of the Labour Party, stated that the proposed transatlantic flight by Irish Army airmen has been indefinitely postponed. The project was not abandoned, but the time was not yet ripe for such a trip.

In consequence of this ambiguous answer, it is to be expected that the matter will later on come up for consideration, and there is little reason to expect that the plans prepared will be dropped. Rather one has reason to hope that they will be developed so that when the opportunity comes for the carrying out of this scheme all the preliminaries will be cut and dried.

The original plan for a direct non-stop flight to New York was subsequently modified to include a halt at St. John's, Newfoundland. Col. Russell, Commandant of the Saorstát Air Force, has recently returned from London where he was in consultation with the British Air Force authorities in reference to the project. Up to the end of last month negotiations were in progress concerning the aircraft, etc., and preparations for the flight were well under way.

It is considered that the proposal should receive very mature consideration. The transatlantic trip was discussed at a recent conference at Government Buildings, and was attended by representatives of the Departments of Defence and Finance, and notable Army officers were present, and it is understood that the decision arrived at was that the time was not opportune for such a flight.

Needless to say, the decision spells grievous disappointment to those engaged in aeronautical circles in Ireland, but it is to be hoped that efforts to promote this scheme and bring it to fruition will not be relaxed.



## Royal Naval Air Service Dinner

It is proposed to hold a dinner on April 15, at the Victoria Hotel, Northumberland Avenue, at which Admiral of the Fleet, Viscount Jellicoe, O.M., G.C.V.O., R.N., has consented to preside, and Admiral Sir Richard Phillimore, K.C.B., G.C.M.G., R.N., will act as Vice-President. The Chairman of the Dinner Committee is Rear-Admiral Murray F. Sueter, C.B., M.P.

The guests of the evening will be the officers of the Fleet Air Arm, including the attached Royal Air Force officers. All officers who were attached to a Royal Naval Air Service unit during the war are eligible. Single tickets, 33s. each. Officers who are willing to entertain an officer of the Fleet Air Arm are invited to take an extra ticket. Combined tickets, 3 guineas. Applications for tickets, with cheque, should be sent to the Hon. Sec., R.N.A.S. Dinner, Royal United Service Institution, Whitehall, London, S.W.

## Royal Aero Club Monthly House Dinner

THE Fourth Monthly House Dinner will be held at the Royal Aero Club, on Wednesday, February 17, 1926, at 7.30 p.m. The subject for discussion will be "Private Flying." The number will be limited to sixty, and seats will be allotted in order of application. Apply, Secretary, Royal Aero Club.

## Royal Aero Club Special Racing Fund, 1926

WE give below a further list of donations for the R.Ae.C. Special Racing Fund (1926), which, it will be seen, is steadily growing.

Previously announced: £267 11s.; F. R. Simms, £2 2s.; Lieut.-Col. J. Barrett Lennard, £5 5s.; C. H. Gray, £10; G. Gilman, £2; A. J. Wallace Barr, £10 10s.; H. D. Cutler, £2 2s.; R. L. Preston, £1 1s.; Seven Aeroplane Club, £5 5s. Total, £305 16s.

## Institute of Aeronautical Engineers

An informal meeting of the Institute of Aeronautical Engineers will be held on Tuesday, February 23, and will take the form of a discussion on "Civil Aviation (Commercial)," opened by Mr. E. W. Parsons, Associate-member.

## London-Cape Town Survey Flight

ALAN COBHAM has received another check on his flight from London to Cape Town, for on reaching Johannesburg, on February 5, Elliott (the engineer of the expedition) was struck with an attack of malaria, and had to be removed to hospital. As Cobham does not wish to complete the flight without him, this means a certain amount of delay. Fortunately Elliott's condition is not serious and it is reported that he is making a speedy recovery. When they left Pretoria on February 5, they were escorted to Johannesburg by six Union Air Force aeroplanes—on one occasion during the trip, Cobham leading the formation. Just before they landed the escorting machines "posed" for a film picture. At Johannesburg they were given a wonderful reception,

and were later entertained at a civic luncheon. Cobham states that there is great enthusiasm for civil aviation in South Africa, and he has devoted a great deal of time during their stops in lecturing, etc., on the subject, so that British aviation propaganda is, therefore, being favoured by these delays.

## At Buckingham Palace

At the Investiture held by His Majesty the King on February 4 at Buckingham Palace, the following were invested by the King with the Insignia of the respective Divisions of the Orders into which they have been admitted:—

### Order of the Bath (Military Division)

Knight Commander: Air Vice-Marshal Sir Geoffrey Salmond.

### Order of the British Empire (Military Division)

Commander: Wing-Commander Augustine Ap Ellis, R.A.F.

### Distinguished Flying Cross

Flight-Lieutenant William Cumming, R.A.F.

Amongst those in attendance were Air Marshal Sir John Salmond (Principal Air Aide-de-Camp) and Group Captain L. W. B. Rees, V.C.

## Bristol "Bloodhound" v. Charley's Aunt

Up to the time of writing the Bristol "Bloodhound," fitted with a sealed Bristol "Jupiter," is still attempting to catch up to Charley's Aunt, and continues to make faultless trips between Filton and Croydon. The hours of running and number of miles flown respectively are, so far, as follows: February 1, 86 hrs. 27 mins., 9,613 miles; February 2, 94 hrs. 8 mins., 10,470 miles; February 4, 99 hrs. 44 mins., 11,083 miles; February 5, 104 hrs. 53 mins., 11,643 miles; February 6, 109 hrs. 4 mins., 12,097 miles; February 8, 115 hrs. 18 mins., 12,782 miles. These tests started on January 4.



## PUBLICATIONS RECEIVED

*Aeronautical Research Committee. Reports and Memoranda: No. 977 (Ae. 191).—An Experimental Investigation into the properties of Certain Framed Structures having Redundant Bracing Members. Report No. 3. By Prof. A. J. Sutton Pippard and G. H. W. Clifford. September, 1925. Price 6d. net.*

*No. 979 (E. 15).—Closed Vessel Explosions of Mixtures of Air and Liquid Fuel (Petro. Hexane and Benzene). By R. W. Fenning. September, 1925. Price 2s. 6d. net. H.M. Stationery Office, Kingsway, London, W.C.2.*

*Canadian Patent Office Record. Vol. LIV. Nos. 1, 2, 3. January 5, 12 and 19, 1926. The Canadian Patent Office, Ottawa, Canada.*

*Official Gazette of the United States Patent Office. January 12, 1926. Vol. 342. No. 2. The United States Patent Office, Washington, D.C., U.S.A.*

*Caratteristiche Aerodinamiche di ali. Vol. IX. Allegato ai Rendiconti Tecnici del Ministero dell'Aeronautica. Ufficio di Stato Maggiore R. Aeronautica, Rome.*



## AERONAUTICAL PATENT SPECIFICATIONS

*Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.*

### APPLIED FOR IN 1924

*Published February 11, 1926*

17,367. J. I. THORNYCROFT AND CO., LTD., and SIR J. E. THORNYCROFT. Construction of ships for carrying aircraft. (245,808.)

30,873. I. TURNER. Rotary engines. (245,924.)

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